

NOTICES OF FIRMS.

NOTICE.
THE Interest and Responsibility of Mr. CALES T. SMITH in our Firm, ceased, by his retirement, on 31st December, 1867.
SMITH, ARCHER & Co.
Hongkong, July 1, 1868.

NOTICE.
MR. GEORGE CHARTON is authorized to sign for us by procuration.
THE BORNEO CO. LIMITED.
Hongkong, July 15, 1868.

NOTICE.
THE Interest and Responsibility of Mr. FRANK PARRY and Mr. THOMAS SMITH in our Firm, ceased on 31st December, 1867, from which date the Partners are Mr. CHARLES WILSON MURRAY, Mr. ARTHUR SMITH and Mr. THOMAS PYLE.
HURLEY & Co.
Hongkong, June 16, 1868.

NOTICE.
WE have authorized Mr. CLAUD BUDDE to sign our Firm from this date.
DREYER & Co.
Hongkong, January 1, 1868.

NOTICE.
MR. J. MURRAY FORBES is authorized to sign our name at Canton from this date.
RUSSELL & Co.
China, February 15, 1868.

NOTICE.
MR. BENJAMIN ROBERT STANFORD is admitted a Partner in our Firm on 1st January, 1868.
J. McDONALD & Co.,
Shipwrights.
Hongkong, May 1, 1868.

NOTICE.
THE Interest and Responsibility of Mr. FREDERICK NISSEN in our Firm, ceased on the 30th April last.
The Business will in future be conducted under the Style and Firm of ROBERTSON & Co.
in which Mr. PETER GABAIN has been admitted a Partner.
NISSEN & ROBERTSON.
Ningpo, May 9, 1868.

NOTICE.
MR. HENRY LISON DALRYMPLE is authorized to sign our Firm per procuration, at Foochow, from this date.
HURLEY & Co.
Hongkong, June 3, 1868.

NOTICE.
MY Business, as Ship and Insurance Broker, Commission Agent, &c., hitherto carried on by myself, will henceforward be conducted under the style or Firm of J. S. HOOK, Son & Co.
J. S. HOOK.
Hongkong, September 23, 1867.

NOTICE.
I HAVE established myself at this port as General Commission Merchant, under the Style and Firm of GIFFORD F. PARKER & Co.
GIFFORD F. PARKER & Co.
Saigon, December 20, 1867.

NOTICE.
MR. FREDERICK NISSEN and Mr. HENRI HOFFER have been authorized to sign our Firm here and in China from this date.
NISSEN & Co.
Hongkong, May 12, 1868.

NOTICE.
FROM and after this date, Captain J. C. SAUNDERS will undertake the Business of my Marine Surveying at this port.
J. C. SAUNDERS,
Marine Surveyor.
Fuchow, August 1, 1867.

NOTICE.
WITH reference to the above, the business hitherto carried on by H. J. DRINK, Esq., at Fuchow, will be conducted by the Underigned.
J. C. SAUNDERS,
Chap. Myn.
Fuchow, August 1, 1867.

NOTICE.
I HAVE established myself from this date as Shipbroker and General Storekeeper under the Firm and Style of L. FRICKEL & Co., at the Premises, lately occupied by Messrs. DE SILVER & Co., Queen's Road Central.
LEO OLD FRICKEL.
Hongkong, July 1, 1868.

NOTICE.
I HAVE this day established myself as a Public Accountant, AVERAGE ADJUSTER and GENERAL COMMISSION AGENT.
C. LANGDON DAVIES.
2 Club Chambers,
Hongkong, July 1, 1868.

NOTICE.
THE connection of the Underigned with the Firm of Messrs. TAYLOR & Co. ceases from this date.
J. M. ARMSTRONG.
Hongkong, May 1, 1868.

NOTICE.
MR. RYLE HOLME has been admitted a partner in our Firm.
GLOVER & Co.
Nagasaki, January 1, 1867.

NOTICE.
FROM and after this date Mr. GEORGE F. BOWMAN will act as AGENT of the Pacific Mail Steamship Company at this Port.
S. L. PHELPS,
Agent.
Hongkong, August 15, 1867.

NOTICE.
MR. R. A. H. TOLLIER GLUCKENBERG, being from this date interested in our Firm, will sign the same per procuration.
REYNOLDS BROTHERS & Co.
Hongkong, June 1, 1868.

FOR SALE.
A "ESTAPPE" and other Arrivals.
GENUINE AFRICAN in red cases, 15 squares.
Genuine AFRICAN in white bottles.
Dutch Brand GIN, in 15 squares.
Dutch ORANGE, in 15 squares.
At LAMBERT, ATKINSON & Co.
Hongkong, May 22, 1868.

Houses and Lands.

LIGHTERAGE AND STORAGE.
THE Underigned will undertake to land Cotton, Rice, Coals, and other Merchandise, in their own Boats, and to receive the same on STORAGE in First-class Granaries godowns, on Moderate Terms.
ROB. S. WALKER & Co.
Hongkong, March 4, 1866.

TO LET.
THE OFFICE and GODOWN situated at the corner of Wellington and Aberdeen Streets, and at present in the occupation of Messrs. EISENHART & SANDERS.
For particulars, apply to
GIBB, LIVINGSTON & Co.
Hongkong, March 6, 1866.

TO BE LET.
TWO New and Strong GODOWNS on Marine Lot No. 63.
Apply to
GAVIN THOMPSON,
at GIBB, LIVINGSTON & Co.'s.
Hongkong, December 16, 1867.

TO LET.
4 COMMODIOUS HOUSES, situated in Morrison Hill, commanding a thorough view of the Harbour, with Stables, &c.
Apply to
THOMAS WALLACE,
East Point Godown.
Hongkong, June 6, 1868.

NOTICE.
THE desirable PREMISES on the Queen's Road, lately in the occupation of the Asiatic Bank.
For particulars, apply to
SMITH, ARCHER & Co.
Hongkong, May 18, 1868.

TWO HOUSES TO BE LET.
RECENTLY put in thorough Repair, situated on the Rise of the Hill, Westward, and an easy distance from the Queen's Road. Apply to
MR. BARRINGTON,
Wyndham Street.
Hongkong, May 13, 1868.

FIRST-RATE ROOMS for Offices or Dwelling HOUSES for Families in the Queen's Road, No. 92, with new Verandah. The whole in a thorough state of repair.
Apply to
Messrs. Wm. SCHMIDT & Co.,
Gunmakers.
Hongkong, May 20, 1868.

TO LET.
THE Large Matched No. 3, at Pokfulum, containing five rooms with out-houses and Stables attached. Water laid.
For particulars, apply to
H. PESTONJES SETNA,
at Messrs. P. A. G. MARRAS & Co.'s Office.
Hongkong, June 2, 1868.

TO LET.
THE BUSINESS PREMISES, formerly occupied by Messrs. ARNOLD, KANBRO & Co., consisting of Dwelling House, Offices, and spacious Godowns.
(Possession to be had on the 1st March.)
Apply to
JOHN BURD & Co.
Hongkong, February 22, 1868.

TO LET.
FOUR Large ROOMS on Second Floor above the Office of the Underigned, 44, Queen's Road, at present occupied by Messrs. C. HOOK & Co. Possession can be taken on the 1st of January, 1868.
For Terms, &c., apply to
G. DUBOST & Co.
Hongkong, November 6, 1867.

TO LET.
A HOUSE in Spring Gardens, containing four Rooms and Out Houses; Rent, \$28 per month.
Apply at the Victoria Foundry.
Hongkong, March 12, 1868.

STORAGE FOR OPIUM.
THE Underigned is prepared to STORE Opium in a first-class Granary Godown on premises situated on FRYA Central.
CHARLES RIVINGTON,
3, St. Mary Street.
Hongkong, June 9, 1868.

FOR SALE.
Selling off at great reduction of Prices.
THE Underigned, being desirous of closing his engagements, offer to the Public
2000 cases of CLARET and French WHITE WINES, comprising ordinary, good, fine and finest flavored CLARET, White Wines, Chateau, &c., which they will sell at extremely low prices.
Breakfast Claret.
MARGAUX MEDOC, \$ 2.75 per doz.
St. JULIEN, \$ 4.00 "
St. EMILION, \$ 4.50 "
Chateau MARGAUX, \$ 5.00 "
Dinner and After-dinner Claret.
HAUTE St. EMILION, \$ 7.00 per doz.
PONTET ANET, \$ 7.50 "
YRAY CANON, \$ 8.00 "
CHATEAU LAROU, \$ 10.00 "
GRUZE FILLS, \$ 10.00 "
HAUTE BRION, \$ 10.00 "
CHATEAU LAFITE, \$ 12.00 "
BRAUNE MOATON, \$ 12.00 "
White Wine.
HAUTE SAUTERNE, \$ 3.50 "
CHATEAU D'YQUEM, \$ 4.00 "
CHATEAU D'YQUEM, \$ 4.00 "
SURAUCUE, \$ 10.00 "
Dry CHABLIS in Champagne bottles, \$ 3.50 "
Cherry Wine.
CHAMBERLIN, \$ 13.00 per doz.
CLOS DE VONGEOT, \$ 12.00 "
COGNAC, \$ 12.00 "
POMMARD, \$ 10.00 "
Nuits, \$ 9.00 "
BAUNE, \$ 8.50 "
HERMITAGE ROUGE, \$ 8.50 "
All these Wines are guaranteed of sound quality.
Purchasers of 20 cases and upwards will receive an extra discount.
LAMBERT, ATKINSON & Co.
Hongkong, July 25, 1868.

For Sale.

FOR SALE.
THE Underigned offer for Sale at very moderate prices a choice Assortment of fine flavored Rhenish WINES, as:
Genuine JOHANNESBERGER C. BINET.
STEINBERGER CABINET.
MARCORUNNER CABINET.
SCHIRLACHBERGER.
LIEBFRAUEN MILCH.
NIEBERSTEINER, in quarts and pints.
JOSEPHHOFF.
RUDOLPHER BERG.
SELZER WATER, in quarts and pints.
Also,
Ruinart Perle & Fils CHAMPAGNE, in quarts and pints.
Gaspard TASTET'S CHAMPAGNE, in qts. and pints.
Perrier Jouet's CHAMPAGNE.
Jules Mumm.
Adolph Collins Bonny MOUSSEUX.
CABINET.
Eugene CLUQUOT.
Duo de Montebello GORDON, in quarts and pints.
Sparkling HOCK.
After Dinner CLARET, in pints.
LAMBERT, ATKINSON & Co.
Hongkong, July 25, 1868.

Docks.
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
CAPITAL—\$750,000.
IN 1,500 SHARES, OF \$500 EACH.

THE COMPANY'S DOCKS at ABERDEEN and WHAMPOA are in full working order, and the attention of Ship-owners is respectfully solicited to the advantages which these Establishments offer for the Docking and Repair of Vessels.
The following description of the Premises is submitted for the information of the Public.

ABERDEEN DOCK.
DOCK No. 1.
Built of GRANITE.
Length, 330 feet.
Breadth, 80 "
Depth of Water at Spring Tides, 18 "
do. Neap Tides, 16 "

NEW DOCK, No. 2.
Built of GRANITE.
Length, 400 feet.
Breadth, 90 "
Depth of Water at Spring Tides, 24 "
do. Neap Tides, 21 "
This Dock is now under course of construction.

WHAMPOA DOCKS.
DOCK A.
Built of GRANITE.
Length, 550 feet.
Breadth, 80 "
Depth of Water at Spring Tides, 16 "
do. Neap Tides, 14 "
This can be used either as one or two Docks.

DOCK B.
Built of GRANITE.
Length, 340 feet.
Breadth, 60 "
Depth of Water at Spring Tides, 18 "
do. Neap Tides, 16 "
The above are the largest Docking Basins in the way of Canton, powerful Steam Pumps, &c., to ensure safety and despatch in work.

DOCK C.
Built of Wood.
Length, 260 feet.
Depth of Water at Spring Tides, 12 "
do. Neap Tides, 11 "
Fitted with Calsons and Steam Pumps.

DOCK D.
Length, 104 feet.
Depth of Water at Spring Tides, 12.6 "
do. Neap Tides, 9.6 "

DOCK E.
Length, 120 feet.
Depth of Water at Spring Tides, 11 "
do. Neap Tides, 8 "
D. and E. are Mud Docks available for small vessels, at very low rates.

WORKSHOPS.
The Workshops on the Premises, both at Aberdeen and Whampoa, possess every appliance necessary for the Repair of Ships or Steam Machinery. The Engineer's Shops are supplied with Lathes, Planes, Screws, Cutting, Punching Machines, &c., &c., capable of executing work on the largest scale, and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried on under the Supervision of experienced Europeans.
Powerful Lifting Shears stand on a Jetty alongside where vessels can lie in 24 feet water and take in or out boilers, masts, &c.

FOUNDY.
Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost despatch.

STORES.
The Company's Stores will (when required) supply at moderate rates all the necessities for Shipwork, such as Paint, Copper, Canvas, &c., &c.

STEAM TUG.
The Company's powerful Steam Tug, named (100 Horse-power nominal) is always in readiness to Tow Sailing Vessels from Hongkong to the Dock free of charge, and will take them back or to Sea at reduced rates.
For further particulars, apply at the Office of the Company, at Aquilar Street, Hongkong.

JOHN S. LAPELLE,
Secretary.

N. B.—The Consignees or Master of any Vessel seeking reason to complain of the work done in the Docks, or in any way respecting the Dock arrangements, would address the Secretary on the subject—when their complaints will receive the immediate attention of the Directors of the Company.
Hongkong, October 13, 1868.

New Advertisements.

GREAT WORLD CIRCUS.
This Evening,
30th July, 1868.

GRAND COMPLIMENTARY TESTIMONIAL, tendered by all the Members of this Mammoth Troupe to their late Proprietor,
MR. JOHN WILSON.

And under the special patronage of his friends, and the Public of Hongkong, on which occasion will be given the greatest Programme ever presented in Hongkong for one night's Amusement.

IMMENSE ATTRACTION.
NOVEL, VARIED AND SELECT.
NEW ACTS, NEW SCENES IN THE ARENA.

GRAND CONUNDRUM NIGHT.
Mr. Wilson will present a Silver Goblet for the best Original Conundrum, to be decided by a Committee of three Gentlemen selected by the audience.
Vindictive Conundrums will not be read. Conundrums to be left at the door on entrance to the Circus.

The young HERCULES, Mr. FREDERICKS, has made a match with a Gentleman of Hongkong to pull against any two horses he can produce in the Arena.
First time in Hongkong of the exciting scenes of the Curiculum.
The evening's entertainment to conclude with, for the first time here, the new and mirth-provoking Comic Fantasia of the

Cobbler's Frolic.
Hongkong, July 30, 1868.

LUSITANO THEATRE.
CONTINUED SUCCESS.
FIRST NIGHT OF THE AUSTRALIAN CORPS IN BURLISQUE.

ON SATURDAY EVENING, the Burlesque Extravaganza of
Villikins and his Dinah,
will be given, with other pieces of an amusing character.

PRICES OF ADMISSION.
Box to hold six, \$12
Other parts of the House, \$2
Doors open at 8.30, performance to commence at 9.
W. T. AIREY,
Manager.
Hongkong, July 30, 1868.

TO LET.
TWO large Rooms, suitable for Offices, on the First Floor of our Premises at Peddar's Road.
Also,
The Whole, or One Half, of the Second Floor, with Bed Rooms, Dining Room and Parlor.
THOS. HUNT & Co.
Hongkong, July 15, 1868.

TO LET.
THE OFFICES situated in Queen's Road, formerly occupied by Messrs. LYTAL & Co.
Apply to
JARDINE, MATHESON & Co.
East Point, June 15, 1868.

SAYLE & Co.
VICTORIA EXCHANGE.
INVITE inspection of their New and well-assorted summer Stock of
Black and Blue Broad CLOTHS.
Naval and Military CLOTHS.
Light Mixt and Fancy TWEEDS.
Self and Fancy Colored FLANNELS.
Plain and Fancy DRILLS, DUCKS, &c.
Quilting and Marseilla VESTINGS.
The Tailoring Department under the management of first class English Cutters.
TIES and SCARFS in great variety.
The new fashions in Gentlemen's COLLARS.
Long Cloth, Silk and Wool SHIRTS.

PAJAMAS.
Gauze, Merino and Silk UNDERVESTS.
HOSIERY of all kinds.
Gentlemen's Straw and Felt HATS in Various Shapes.
Household LINENS of every description.
A large Stock of French Printed MUSLINS of the Latest Patterns.
French Printed CAMBRICS.
Black GLACES, Plain and Fancy Silk GAUZE.
Grenadines and other New Fabrics Embroidered, Printed and Made-up SKIRTS.
ORNAMENTS, MOUTH EMBROIDERIES and LACES of all descriptions.
Ladies' Trimmed HATS and BONNETS.
FLOWERS, FEATHERS, &c.
Ladies' and Children's UNDER-CLOTHING.
Ladies' Cotton and Lisle HOSIERY.
LISLE and Silk GLOVES, &c.
Lace and Muslin CURTAINS.
Hongkong, April 27, 1868.

NOTICE.
THE Interest and Responsibility of Mr. ELDERED HALLON in our Firm, ceased on the 30th June last, and Mr. JAMES PARKER DUNNAN was admitted a Partner on the 1st July.
GIBB, LIVINGSTON & Co.
Hongkong, January 11, 1866.

POST-OFFICE NOTIFICATIONS.
MAILS will close—
For SWATOW, AMOY & FOOCHOW, on Monday, the 3rd August, at 1 P.M.

POST OFFICE NOTIFICATIONS.

For INDIA, EUROPE, &c.
Per La Compagnie des Services Maritimes des Messageries Impériales, S.A., "L'EUROPE" on Sunday, 23d August, at 11 A.M. To and through the United Kingdom via Marseilles; to France and other Continental States (in a closed mail to France); to Saigon, Singapore, Galle, India, Aden, Seychelles, Reunion and Mauritius; to Alexandria. Letters for Registration will be received until 10 A.M. on 23d August. Correspondence intended to be forwarded by the vessels of the above company must be superscribed per Messageries Impériales Packet.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, July 29, 1868.

UNDER DESPATCH.
For Swatow, Amoy and Fuchow.—Per Undine, on Monday, the 3rd August, at 2 P.M.

(From the Canton Customs Daily Returns.)
Summary of Imports and Exports by the Native Craft during the week ended 26th July.

Exported to Hongkong—
84 packages Bamboo Ware.
226 packages Straw Bags.
182 packages Charcoal.
21 cases Dates.
26 packages Cotton Clothing.
76 packages Earthen Ware.
62 packages Flour.
71 pieces Mats.
50 packages Gamboge.
51 packages and 1,433 pieces Iron Ware.
177 packages Joss Sticks.
39 packages White and Red Lead.
8,209 bundles Mats.
36 rolling Matting.
89 packages Medicine.
413 packages Paper.
1,626 pieces and 52 packages Planks.
157 packages Pickles.
33 packages Preserves.
60 packages Rosin.
64 jars Samshoo.
243 Spars.
320 boxes Tea.
70 packages Tobacco.
32 packages and 94 pieces Wood Ware.
341 packages Sundries.

Per Caroline, loading for Falmouth—
5,118 cases Cassia.
6 cases Sundries.
Per China, cleared for Coast Ports—
314 jars Lead.
34 cases White and Yellow Lead.
100 cases Lichens.
100 cases Lungans.
67 packages Mats.
150 packages Kattans.
3,968 bags Brown Sugar.
1,722 bags White Sugar.
140 tubs Sugar Candy.
174 packages Sundries.

Summary of Imports and Exports passed at the Canton River Steamer Office during the week ended 26th July.
Imported per Kinsan, Poyang and Fire Dart, from Hongkong—
882 bales Bengal Cotton.
608 bales Bombay Cotton.
97 bales Cotton Yarn.
108 cases and bales Cotton Goods.
29 cases and bales Woollen Goods.
60 baskets Quinquina.
40 bales Silk.
7 barrels Ginseng.
145 boxes Tea.
79 chests Patna and Malwa Opium.
130 packages Sundries.

Exported per Kinsan, Poyang and Fire Dart to Hongkong—
526 cases and bales Fine Silk.
342 cases Punjun.
46 cases Silk Piece Goods.
2 bags Silk Reelus.
21 tons (392 piculs) Cassia.
131 cases Fresh Fruits.
25 cases Fire Crackers.
21 cases Aniseed Star.
15 cases Rhubarb.
17 cases Glass Bangles.
119 baskets Citron (Green).
100 baskets Lime.
77 tons Tea.
20 piculs Sugar.
4 tubs Matting.
343 packages and parcels Sundries.

QUOTATIONS.
HONGKONG, 30th July, 1868.
OPUM.—Patna, New, \$630
Old, 600
Benares, New, 622
Malwa, 600
COTTON.—BOMBAY,
CALCUTTA,
AUSTRALIAN.

Bank, 6 months' sight, 4/5
Credits, 6 " 4/6
On Calcutta, 3 days' sight, Rs. 225
" Bombay, 3 days' sight, Rs. 224
" Shanghai, 3 days' sight Bank, T's 78 1/2
Bar Silver, 17 dwt. 8, 10 1/2 nom.
Sycee, 9 nom.
Mexicans, par.
Gold Leaf, 22.80
Gold Bar, 98 touch, 22.80
English Sovereigns, 4.57
Australian Sovereigns, 4.55
Discount, 1/2 " 9 a 12
U. & W. post dock, Old, 15 per cent pm.
Do. do. New, 7 per cent pm.
H. & S. Bank Shares, Old, 23 per cent pm.
Do. do. New, 44 1/2 p. c. pm.
Union Dock Shares, 18 p. c. d. c.

Exchange.
Bank, 6 months' sight, 4/5
Credits, 6 " 4/6
On Calcutta, 3 days' sight, Rs. 225
" Bombay, 3 days' sight, Rs. 224
" Shanghai, 3 days' sight Bank, T's 78 1/2
Bar Silver, 17 dwt. 8, 10 1/2 nom.
Sycee, 9 nom.
Mexicans, par.
Gold Leaf, 22.80
Gold Bar, 98 touch, 22.80
English Sovereigns, 4.57
Australian Sovereigns, 4.55
Discount, 1/2 " 9 a 12
U. & W. post dock, Old, 15 per cent pm.
Do. do. New, 7 per cent pm.
H. & S. Bank Shares, Old, 23 per cent pm.
Do. do. New, 44 1/2 p. c. pm.
Union Dock Shares, 18 p. c. d. c.

Temperatures.
HONGKONG, 30th July, 1868.
Barometer, 29.806
Attached Thermometer, 84
Dry Bulb, 87.0
Wet Bulb, 80.0
Maximum S. Rgr., 95.0
Minimum S. Rgr., 78.5
Max. Sun's Rays, 128
Minimum on Grass, 75.0
Previous Rain on Ground, 0.0
24 hours, 1.1 above, 0.0
Wind, 1/2 N.E. 1 E.
Force, 1 1/2
Cloud, 8
Sea, 2
Ozone, 1
Weather, Fine.

TO CORRESPONDENTS.

Our columns are open to all who wish to address the public on legitimate grounds, but we do not hold ourselves responsible for the opinions of our correspondents.

All communications addressed to this paper must be accompanied by the name of the sender, not necessarily for publication, but as a guarantee of good faith.

Notice.—It is particularly requested that all communications relating to the general business of this paper be addressed to the Proprietor and in no case to individuals by name. Much delay and inconvenience in the transaction of business will thereby be avoided.

MARRIAGE.
June 4, at Eford, Staffordshire, by the Revd. Edward Gillson, M.A., assisted by the Revd. F. E. Paget, M.A., Rosser Mooks Gillson, Commander, Royal Navy, second son of the Revd. Edward Gillson of Mount Surrel, Leicestershire, to Mary Frances, younger daughter of the late C. W. Thacher, Esq., of Eford Park, Staffordshire.

THE CHINA MAIL.
HONGKONG, THURSDAY, JULY 30, 1868.

ANOTHER CHINESE OBSTRUCTION.
"When things are at their worst they must mend" is a trite and often true proverb. And bearing it in mind, it is impossible to avoid a feeling of satisfaction at the various measures adopted by the Chinese, as regards foreign trade, to bring the matters to that desirable pass.

So long as restrictions, individually important, or at least not worth fighting about, continue to be imposed with the tacit or overt assent of the British representative, there is little hope of a change.

But the Chinese, emboldened by past success, will only be kind enough to overstep the limits of that very elastic quality known as official patience, we may presume that a thorough reform will be effected. The latest stone added to the cairn which China is erecting over the now nearly buried Treaty stipulations, is a proclamation recently issued by the Amoy authorities prohibiting Chinese owners or charterers of Foreign vessels from carrying any cargo shipped or owned by, or consigned to, foreigners.

While such an edict may at first sight seem favourable to purely foreign shipping its obvious outrage of the first principles of freedom of trade does not need demonstration. Even the extreme pro-Chinese party—say the members of the Consular and Customs services—cannot be oblivious of the fact that the restriction of foreigners to open ports was simply intended to prohibit their residence beyond the jurisdiction or protection of their own nationalities, in places where Chinese "law" was the only known mode of Government.

To prohibit the merchant's sales of cotton goods, or his lead or iron, from reaching the interior or non-open ports was contemplated neither by the Chinese themselves or the European nations which forced their treaties upon them. To prevent foreigners from shipping goods in Chinese owned bottoms is an obvious departure from the spirit of the treaty. The reason is sufficiently plain why the Chinese should desire to see such a regulation enforced. Extra duties, le-kim, etc., etc., if levied upon foreign-owned goods, would become the subject of diplomatic correspondence, and though this seldom results in much, still there would be the trouble of answering despatches, and the possibility of being obliged to refund the money thus stolen, plus a compensation for the loss of time, etc., which might have ensued from the arbitrary conduct of the provincial authorities.

That the foreigners resident at Amoy will most vigorously protest against the regulation there promulgated we may presume. But in a case so widely affecting foreign interests—for the principle once established at Amoy would soon be put into operation elsewhere—we may hope that they will call upon their correspondents at other ports to back their representations. If the Liverpool Chamber of Commerce can be justified in occupying its attention with overland routes to India and China, or the conduct of a firm whose connection with that city was almost nominal, surely the Chambers of Hongkong and Shanghai will not be stepping out of their way to take up this unwarrantable action on the part of the Fukien authorities. The worst of it is that so much delay invariably takes place in getting these commercially important, but by their own acts politically unpopular, institutions to set to work that we are almost afraid to predict anything like action being taken. They cannot however now complain that they have not had any suggestion on the subject.

Turning to the general principle involved in this issue of the proclamation alluded to, the same oft-repeated questions rise to our lips, "When shall we cut this gordian knot? When will the foreign Governments take upon themselves to settle once for all upon a broad and liberal basis the conditions of foreign trade with China?" The solution is so easy that the only wonder is why we delay. Not even force would be necessary. Drop once and for ever the delusive phrases of "Treaties" and "Rights," and "the High Contracting Powers," and let the Representatives of the nations interested draw up a detailed and exact

schedule of duties, &c., and inform the Chinese that it will in future be the sole guide in all matters of commerce. We ask for no unfair advantage. Give China, if you like, the benefit of a tariff liberal to excess in her own favour; but let that tariff be adhered to under pain of condign punishment if any infraction of our conditions takes place. "Oh! but," exclaim the humanitarians, "consider the sovereign rights of the Chinese. We cannot hinder them from imposing any taxes they choose as the weaker. To this we reply that as the weaker power, China has the will of the stronger, whatever she may 'right' to impose an Englishman for life for turning his back on a Mandarin as he has to impose vexatious duties. In fact, once we admit 'sovereign rights' such as we claim for ourselves, and it is impossible to find a stopping point. Should we, for instance, allow China to dictate or even remonstrate with us as to our mode of executing criminals, the navigation of our rivers, the government of foreigner who settled on our shores? Should we permit a demand for the cession of our islands within half a mile of our coasts or the enforced residence in any house or they chose to select of a Chinese minister in London? Of course not. The mere fact of asking such questions is more than absurd. The veriest fool of reason would not attempt to put them gavelly. And yet we do this to China, and then, incited by the peace party, stop short when a question arises of infinitely less political importance, but nevertheless the satisfactory solution of which has been the mainspring of costly war and of the loss of life to thousands of Chinese. It is an old, old story doubled. But its repetition is apparently needed—not for the sake of residents in China, but in the faint hope that the Circumlocution Office of Downing Street may in the coming future awake to facts and abandon fiction. The reformed parliament will, we doubt not, deal with the matters in a different spirit to its predecessors."

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MAIL.

JULY 30, 1868.

OBSTRU.

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The steamer Nile which arrived here lately, is the pioneer of a new line of steam communication between London, Singapore, China and Japan. She was built during the present year by Messrs. Liff, Monney & Co., of Sunderland, for her owners Messrs. Wm. Gray & Co. of London, and is classed A 1 at Lloyd's, for 12 years. Her dimensions are: Length, 220 feet; breadth, 31 feet. Depth of hold, 26 feet. Her registered tonnage is 1,455 tons, and her engines of 200 horse-power (Mason's surface condenser) are by Messrs. G. Clark & Sunderland. She is also fitted with one of Messrs. W. & Sons' Patent Atmospheric Telegraphs for communicating from the bridge of the steamer with the shore at all times. This is a new invention and is certainly one of the most useful of the present day. The enterprising owners of the Nile are also the owners of three other steamers, viz. the United States, the Tiger and the Southwick. The two first named vessels will follow the Nile shortly. All three vessels are constructed, we believe, to carry 32 first class and 24 second class passengers, and their cabins are very comfortably fitted up and last but not least, they are excellent sea-boats.—*Straits Times*.

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Downing Street in vindication of his policy. The League have taken steps to counteract the false impression which the address so exhibited may produce, and we learn that the members have recorded a unanimous protest against the address itself, and the dishonourable artifices by which the signatures were obtained. "We believe this protest, addressed to the Secretary of State for the Colonies, goes by the present Mail."

The following shipping items are from the *Sydney Morning Herald* of June 17:—
Departures from Sydney:—For Shanghai, May 31: Northampton, ship, 1,184, Barklay. June 11: Rimas, ship, 693, Johnson. June 12: Fairy Queen, brig, 182, Cook. For Hongkong:—June 2: Amber With, barque, 351, La Ferrière; Lane of Gwili, brig, 224, Dixon. From Newcastle:—June 5: Santa, barque, for Hongkong, with 980 tons coals. June 12: John Nicholson, Evans, for Shanghai, with 1,000 tons coals. June 12: Juto, Peteran, for Foochow, with 265 tons coals.

Ships Loading:—For Hongkong:—Australia, barque, 450, Barrack; Onward, barque, 315, Shindler. The *Westcott*, Pilot gives the following as the ruling rate of freight:—Shanghai, 47s; Hongkong, 35s; Foochow, 30s; Ningpo, 35s; Choofoo, 25s; Saigon, 21s; Manila, 28s; Yokohama, 23s.

The recommendation of the Astronomical Society of Berlin, to the effect that a scientific expedition, at the expense of Prussia, should be sent out to the East to observe the total eclipse of the sun on the 18th of August next, has been accepted by the German Parliament. This expedition will, it is estimated, cost about £2,500. We have not as yet heard where the Prussian savants intend to take up their stand of observation.

The *Straits* seems to be about the most unfavourable steamer in the service of the P. & O. Company. Only a few months ago, she struck upon a reef in the Red Sea and had to be repaired at an expense of £30,000. The same steamer left Gallé on the 1st of June with 145 passengers on board, and after proceeding about 500 miles under the full blast of the monsoon, it was discovered that the vessel had sprung a leak, and she had to put back for Gallé. The passengers were at last rescued, when they were started by a great crash, and by seeing volumes of green water rubbing in at the side of the lower saloon stairs. The boats were instantly prepared, but fortunately the leak was very severely stopped. On arrival at Gallé, it was found that the top of the steamer's screw was severely fractured. The leak must have been caused by one of the blades, which was merely screwed into the hull, being detached from its socket and buried with great force against the ship's side. The passengers displayed the utmost composure, and worked manfully at the pumps, while the ladies and invalids quietly waited on deck. It must have been a trying moment to all, for none of the passengers were aware of the real extent of damage done.—*Friend of India*.

TO-DAY'S POLICE.

Mr May disposed of a small number of unimportant cases this morning.

Eight Chinese householders of Wing On Lane were summoned by Inspector Livingston (obstruction) under No. 2) with having obstructed the public thoroughfare in the said lane, by leaving certain goods in front of their doors. After the Obstructionist Inspector had given his usual corroborated statement, Mr Caldwell approved for the defendants, and stated that as the Marine Lot No. 54, on which the property located by the defendants was built, belonged to the defendant's landlord, and the lane had been made by the said landlord, the lane was consequently a private thoroughfare in which the Inspector had no right to be. The Ordinance No. 14 of 1845 applied simply to obstructions in public thoroughfares, while in this case, although the privilege of passing through the lot by the defendant's lane was accorded to the public still the owner of the property retained his right to stop the way by shutting up the gates at either end every night. His Worship would call to mind the case of the gate on the military road which was shut once a year in order to preserve the same right. It was therefore clearly apparent that his clients were not amenable under the Ordinance for placing goods on their own ground, although a complaint might be made by one tenant against another.—His Worship replied that the word "thoroughfare" used in the Ordinance included all such semi-private ways, that it would not be safe to depart from the custom followed hitherto and to exclude this and all similar lanes from the supervision of the Police; and that fifth and dirt, and all the evils against which Ordinance 14 was directed, might be allowed to go unchecked.—Mr Caldwell reminded his Worship that all nuisances were public matters, whether committed in public or private places; in fact, anything which incommoded or endangered the health of the public, came under the cognizance of the Police. But that here, instead of being incommoded, the public had the privilege of passing along the lane, although if he chose the owner could prevent them doing so.—His Worship could not agree with the learned attorney. It was an important question, and he would be glad if the case were sent to a higher Court; but upon his conviction at present, he would find the defendants 20s. Evidence was thereupon produced in proof of the ownership of the lane lot 54; and the Inspector and P. C. both deposed to having walked along the lane at night over and over again.—His Worship remarked that many of the thoroughfares in Hongkong were built on private property, as for instance Upper d'Aguiar Street. Still, he would be glad to take a case for an appeal.

M. H. M. P. appeared to answer a summons for having assaulted a cobbler on the said midshipman owed him \$2.50, and that, on one occasion, on going on board to get his money, he got licked and a shower of books at his head; and turned off the ship. Yesterday, on going again on board for the same purpose, he was cut in the head by defendant with a stick (small cut shown).—Defendant said that he and others were smoking and playing at single-stick on deck when the Chinaman came on board, and that for a joke he threw the stick at complainant, who was on the gangway. There was no intention of hurting the man.—His Worship said that it was very odd indeed to cut the man in the head; and he would have to find defendant 40s. The cobbler then said, "What about the \$2.50?" when he was referred to the Small Debt Court.

SUPREME COURT.

IN CHANCERY.

Before the Hon. Judge BAIL.

July 30, 1868.

HENDERSON AND ANOTHER v. HONGKONG & SHANGHAI BANKING CORPORATION.

This was a suit in Chancery, wherein the plaintiffs (Messrs C. P. Henderson & Co.) sought to call upon the defendants to state an account of the proceeds of a certain consignment of goods (100 bales Shikhring) formerly held as a security by the defendants and since sold by them; and also to recover the proceeds of the said goods from the said defendants. The case was similar in its leading facts and arguments, to those previously decided by the Chief Justice, *Smale*, and since appealed against, so that an extended report of the hearing is in a measure rendered unnecessary.

Mr Hayllar, instructed by Mr Sharp, appeared for the plaintiff; and Mr Pollard, G.C., instructed by Crown Solicitor Haze, appeared on behalf of the Hongkong and Shanghai Banking Corporation.

Mr Hayllar opened the case by going over the bill and answer verbatim, and commenting thereupon. The learned counsel, on reading the bill of lading for 100 bales of Shikhring on which the present action was based, said that the case would most probably turn upon the omission of the words "order or assigns" in the said bill of lading. On addressing himself to the general argument, the plaintiff's counsel submitted that the question resolved itself into four main points, viz. (1) the relations between Lyle & Co., of Hongkong and London, and C. P. Henderson & Co.; (2) how far these relations affected third parties; and (3) the insolvency of Lyle & Co.; and (4) had the terms of the goods' contract been complied with.

On the first of these points, Mr Hayllar remarked that his clients were simply acting as commission merchants, under a perfect and clear understanding by Lyle & Co.; and, even under a complete contract; they (his clients) receiving merely the 2 per cent commission on the goods brought and shipped for the above-named firm. These goods were shipped for a special purpose, viz. that the proceeds should be paid to the amount paid for the same. Although the firm in Hongkong and this in London kept separate accounts, they were inseparable, and the Hongkong firm were in this case simply the agents; and were bound to deal with the goods in question as ordered. It was clear that Henderson never intended these goods to be pledged. The learned counsel for plaintiffs then cited a case *Henderson v. Goss*, in which the Master of the Rolls ruled that, under the same circumstances as in the present case, a special lien was held upon the goods by the seller. It was a contract in this case, along with a trust in favor of Henderson. On the second point, Mr Hayllar said that a bill of lading, especially when it did not bear the words "order or assigns," was not a negotiable instrument, and was not assignable in any way. The whole current of the authorities went to show this; and if there was anything on the face of the bill of lading in this case sufficient to excite inquiry on the part of the Bank manager, the omission so to do amounted to legal mala fides in accepting the goods. This was the more apparent in the present case, as the manager of the Hongkong Bank (the largest and most influential local bank) well acquainted with such instruments used as security. The learned counsel next cited a number of authorities in proof of constructive notice, and the contentions above stated. Regarding the insolvency, it was impossible that defendant could have been ignorant of L. & Co.'s insolvency, as that fact was notorious at the time of the transaction in question. The learned counsel concluded his address by a reference to the judgment of Justice Smale in the *Pakwan* case, as to the point of the termination of the transit of the goods.

Mr G. F. Maclean, formerly partner in the firm of Lyle & Co., of Hongkong, deposed that he had seen the bill of lading in question, the first under discussion was the first under the present bill of lading spoken of. He borrowed \$50,000 from the Hongkong and Shanghai Bank in November, 1866, upon security of goods to arrive per *Union* and *Shanghai*, which security was afterwards shifted upon goods per *Mina*. This substitution was effected by the said *Shanghai* being sold, and they generally released their goods before arrival. Witness further stated that he was not aware of the fact that the words "order or assigns" were not in the bill of lading. Had he known this fact, he would not have asked for the substitution. He said nothing about the peculiar heading of the invoice of the *Mina* goods; and thought there was nothing so peculiar about it. He said that he had not, however, seen bills of lading without those words before. His firm refused payment of bills amounting to \$120,000 presented by Messrs Bower & Hambury & Co., and Messrs Russell & Co., on the 17th November. He made an assignment to the French Bank and the Chartered Bank, (here Mr Hayllar wished to put in a copy of the assignment, which was refused by Mr Pollard, and he generally released their goods before arrival. Witness further stated that he was not aware of the fact that the words "order or assigns" were not in the bill of lading. Had he known this fact, he would not have asked for the substitution. He said nothing about the peculiar heading of the invoice of the *Mina* goods; and thought there was nothing so peculiar about it. He said that he had not, however, seen bills of lading without those words before. His firm refused payment of bills amounting to \$120,000 presented by Messrs Bower & Hambury & Co., and Messrs Russell & Co., on the 17th November. 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Docks.

THE UNION DOCK COMPANY OF HONGKONG & WHAMPOA, LIMITED.

THE Company respectfully beg to call the attention of Ship Owners, Consignees and Masters of Vessels to their establishment at Whampoa and Hongkong, which offer every facility for the docking and repairs of Vessels of all classes.

Their Docks at Whampoa are in good repair and are pumped out, by steam, and the workshops comprise the different departments of Shipwright, Blacksmith, Boilermaker, and Machine works. Materials supplied of the best kind and on the most reasonable terms. A jetty with a pair of powerful lifting shears, alongside of which masts and boilers can be taken out of Vessels.

Their Hongkong establishment comprises also the different departments of Shipwright, Blacksmith, Boilermaker and Machine works and possesses a pair of lifting shears.

Their Granite Dock at Kowloon most advantageously situated, solidly built, and of full dimensions to admit the docking of any Vessel coming to this harbour, will be completed in a very short time.

The Steam Tug "LITTLE ORPHAN" is always in readiness to tow Vessels to Dock, free of charge, and to sea, or new berth, at reduced rates.

All works carried on under the superintendence of experienced European foremen. For particulars, apply at the office of the Company, Queen's Road.

JOHN INGLIS, Acting Secretary.

N.B.—Consignors or Masters of Vessels having cause to complain of the works done at the Docks or at Hongkong, will please address their complaints to the Office of the Company, which will receive the immediate attention of the Directors.

Hongkong, July 14, 1868.

Insurance.

NORTHERN ASSURANCE COMPANY.

FROM and after this date the following Rates will be charged for Short Period Insurances:

Not exceeding one month, 1/2 of the Annual Rate.

Above one month and not exceeding 3 months, 2/3 of the Annual Rate.

Above 3 months and not exceeding 6 months, 3/4 of the Annual Rate.

Above 6 months, the full Annual Rate.

TURNER & Co., Agents.

Hongkong, April 13, 1868.

THE NORTH CHINA INSURANCE COMPANY.

(Established 1st January, 1863.)

CAPITAL, Tls. 1,500,000, IN 1,500 SHARES, FOR Tls. 1,000 EACH.

Paid up Capital, Telsa 300,000, or Telsa 200 per Share.

Provisional Committee.

W. J. BRYAN, Esq., Chairman.

(Messrs. Turner & Co.)

F. H. BELL, Esq.

(Messrs. W. R. ADAMSON & Co.)

A. MURPHY, Esq.

(Messrs. CHAMBERLAIN, KING & Co.)

E. H. LAYBES, Esq.

(Messrs. GILMAN & Co.)

F. PORTER, Esq.

Directors of the Company, 1868-69.

A General Meeting held on Tuesday, the 12th day of May, 1868, the following Resolutions were passed, relative to the continuance of the Company for a further period of three years from the 1st January, 1869; and Notice is hereby given that applications for Shares in the annexed Form, will be received at the Offices of the Company until 31st October, 1868.

Applications for Shares from Persons not resident in Shanghai, must be accompanied by a Power of Attorney to their Agents in the Deed of Settlement on their behalf and generally to represent them in all matters connected with the Company.

In accordance with the Resolution passed at the meeting of 18th November, 1867, a separate Office of the Company will be opened in London, on 1st January, 1869.

By order of the Court of Directors,

JOHN S. MACKINTOSH, Secretary.

Shanghai, May 15, 1868.

Form of Application for Shares.

No. 1.—That a Company to be called the "North China Insurance Company" shall be formed for a further period of three years, from 1st January, 1869 to 31st Dec., 1871.

Res. II.—That the Directors for the time being of the present Company be appointed to act as a Provisional Committee to organize the new Company.

Res. III.—That this meeting recommends that the Provisional Committee should adopt as the basis of the new Company that the capital should be 1,500,000 in 1,500 Shares of Tls. 1,000 each; Paid up Capital, Tls. 300,000 or Tls. 200 per Share, and that the Committee be authorized to issue a prospectus inviting applications for Shares and to proceed with the allotment. 3100

Insurance.

GUARDIAN ASSURANCE COMPANY OF LONDON.

ESTABLISHED 1821.

CAPITAL £2,000,000.

THE Undersigned having been appointed Agents of the above Company for Hongkong and Canton are prepared to grant Policies at current rates.

OLIPHANT & Co.

Hongkong, July 17, 1868.

Insurance.

MERCHANTS' MUTUAL MARINE INSURANCE COMPANY, SAN FRANCISCO.

PAID UP CAPITAL, \$500,000.

THE Undersigned having been appointed Agents in Hongkong and China for the above Company, are prepared to grant Policies at Current Rates.

OLIPHANT & Co.

Hongkong, August 9, 1867.

Insurance.

ALBERT LIFE ASSURANCE COMPANY.

ESTABLISHED 1838.

CAPITAL, \$500,000.

Managing Agents in China, — MESSRS. AUGUSTINE HEARD & Co., Hongkong, Medical Referee, — J. IVOR MURRAY, Esq., M.D.

THE Undersigned having been appointed Managing Agents for the above Company are prepared to accept risks and issue Policies on Life Assurances.

For further particulars, forms of proposals, &c., apply to

AUGUSTINE HEARD & Co., Managing Agents in China.

Hongkong, June, 1867.

Insurance.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

CAPITAL \$2,000,000, IN 2,000 SHARES OF \$1,000 EACH.

\$100 per Share to be paid on Allotment, and \$100 six months after Allotment.

NOTICE.

WITH reference to the following Resolutions passed at a Meeting of the Shareholders of the Hongkong Fire Insurance Company held on the 31st instant, applications for Shares in the Hongkong Fire Insurance Company, Limited will be received by the General Managers, the form of application to be as follows:—

To the General Managers and Consulting Committee of the HONGKONG FIRE INSURANCE COMPANY, LIMITED.

GENTLEMEN,

I request you to allot me Shares of One Thousand Dollars each in the above named Company, and agree to accept such Shares, or any less number which may be allotted to me, and to pay a Call of One Hundred Dollars per Share on allotment, and a further Call of One Hundred Dollars per Share, six months after allotment, and I further undertake to subscribe to the Deed of Settlement when called on to do so.

I remain, Gentlemen, Your Obedient Servant,

RESOLUTIONS REFERRED TO ABOVE.

No. 1.—That the General Managers and Consulting Committee are hereby authorized to adopt measures for the reconstruction of the Company as the Hongkong Fire Insurance Company, Limited, on the basis proposed in the Memorandum of the 2nd April presented to this Meeting.

No. 2.—That the General Managers and Consulting Committee are hereby requested to receive applications for Shares in the Hongkong Fire Insurance Company, Limited, and on the receipt of such applications to call an Extraordinary General Meeting of the Hongkong Fire Insurance Company for the purpose of authorizing its dissolution and the transfer of its assets and liabilities to the new Company.

JARDINE, MATHESON & Co., General Managers Hongkong Fire Insurance Company.

N.B.—Forms of application for Shares may be had at the Office of the Company, Queen's Road, Hongkong, April 9, 1868.

HONGKONG FIRE INSURANCE COMPANY.

NOTICE.

FROM and after this date the following rates will be charged for Short Period Insurances, viz:—

Not exceeding one month, 1/2 of the Annual Rate.

Above one month and not exceeding three months, 2/3 of the Annual Rate.

Above 3 months and not exceeding six months, 3/4 of the Annual Rate.

Above 6 months, the full Annual Rate.

JARDINE, MATHESON & Co., General Managers Hongkong Fire Insurance Company.

Hongkong, April 7, 1868.

Insurance.

THE LONDON ASSURANCE CORPORATION.

THE Undersigned having been appointed Agents of the above Corporation are prepared to grant Fire and Marine Insurance on the usual Terms.

HOLLIDAY, WISE & Co.

Hongkong, December 26, 1867.

Insurance.

MANCHESTER FIRE ASSURANCE COMPANY.

THE following Rates will be charged in future for short period Insurances, viz:—

Not exceeding 1 month, 1/2 per cent.

Above 1 month and not exceeding 3 months, 1/2 do.

Above 3 months and not exceeding 6 months, 1/2 do.

Above 6 months, the full Annual Rate.

HOLLIDAY, WISE & Co., Agents.

Hongkong, April 6, 1868.

Insurance.

LONDON ASSURANCE CORPORATION.

THE following rates will in future be charged for Short Period Insurances:—

One month, 1/2 per cent.

Three months, 1/2 per cent.

Six months, 1/2 per cent.

HOLLIDAY, WISE & Co., Hongkong, April 7, 1868.

Insurance.

THE QUEEN INSURANCE COMPANY.

CAPITAL—TWO MILLION STERLING.

THE Undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.

MORGAN, LAMBERT & Co., Hongkong, May 20, 1868.

Insurance.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM. Detached and semi-detached Dwelling-Houses removed from Town, and their Contents, 1/2 per cent.

Other Dwelling-Houses used strictly as such, and their Contents, 1/2 per cent.

Godowns, Offices, Shops, &c., and their Contents, 1 per cent.

GILMAN & Co., Agents North British and Mercantile Insurance Company.

Hongkong, March 9, 1868.

Insurance.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM. Detached and semi-detached Dwelling-Houses removed from Town, and their Contents, 1/2 per cent.

Other Dwelling-Houses used strictly as such, and their Contents, 1/2 per cent.

Godowns, Offices, Shops, &c., and their Contents, 1 per cent.

GILMAN & Co., Agents North British and Mercantile Insurance Company.

Hongkong, March 9, 1868.

Insurance.

OCEAN MARINE INSURANCE COMPANY.

INCORPORATED IN 1859.

CAPITAL—£1,000,000.

THE Undersigned having been appointed Agents for the above Company are prepared to accept Marine risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

Hongkong, June 6, 1867.

Insurance.

ROYAL INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM FOR FIRE INSURANCE.

THE Undersigned have (as already intimated in the Circular dated 14th October last) received authority from the Secretary of the ROYAL INSURANCE COMPANY to reduce the rate of Premium under certain circumstances, on PRIVATE RESIDENCES and on FURNITURE and Effects, therein contained.

In cases of DWELLING-HOUSES removed from the Town, the rate of Premium will be Three-quarters per Cent. in place of One per Cent. per Annum as hitherto charged; and in cases of Residences, so situated, being detached or semi-detached, the rate will be further reduced to One-half per Cent.

The Royal Annual Rates for Fire Insurance on the various classes of Buildings and their contents will therefore remain as follows, until further notice, viz:—

Detached and semi-detached Dwelling-Houses (remains as hitherto) from the Town and their Contents, 1/2 per cent.

Other Dwelling-Houses (similarly situated) and their Contents, 1/2 per cent.

First Class China House and their Contents, 1 1/2 per cent.

Other Risks as per special arrangement.

ROB. S. WALKER & Co., Agents Royal Insurance Company.

Hongkong, November 9, 1866.

Insurance.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

THE Undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co., Hongkong, August 24, 1864.

Insurance.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

THE Undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.

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IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

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CHINESE COMMERCIAL
GUIDE.

By S. WELLS WILLIAMS, L.L.D.
Published at the "CHINA MAIL" Office,
Hongkong.

638 PP. DEMY 8VO. WITH APPENDIX.
FIFTH EDITION, 1863.
Price, \$5.
Original Publishing Price, Ten Dollars.

The following is an Abstract of the Con-
tents of this Book:

CHAP. I.—SECT. 1 TO 4.

Part I. Treaties with China.

1.—Treaty with Great Britain.

Chinese Text of the same.

2.—Treaty with the United States.

Chinese Text of the same.

3.—Treaty with France.

Chinese Text of the same.

4.—Treaty with Russia.

Supplementary Treaty with Russia.

CHAP. II.—SECT. 1 TO 5.

Articles of Trade with China.

1.—Tariff on Articles of Import.

Chinese Text of the same.

2.—Tariff on Articles of Export.

Chinese Text of the same.

3.—Rules respecting Trade and Dues.

Chinese Text of the same.

4.—Description of Articles of Import.

Chinese Text of the same.

5.—Description of Articles of Export.

Chinese Text of the same.

CHAP. III.—SECT. 1 TO 14.

Foreign Commerce with China.

1.—Port of Canton.

2.—Port of Amoy.

3.—Port of Swatow.

4.—Port of Hongkong.

5.—Port of Shanghai.

6.—Port of Ningpo.

7.—Port of Tientsin.

8.—Port of Hankow.

9.—Port of Peking.

10.—Port of Tientsin.

11.—Port of Peking.

12.—Port of Tientsin.

13.—Port of Peking.

14.—Port of Tientsin.

CHAP. IV.—SECT. 1 TO 5.

Foreign Commerce with Japan.

1.—Treaty between Great Britain and Japan.

Chinese Text of the same.

2.—Treaty between Great Britain and Japan.

Chinese Text of the same.

3.—Treaty between Great Britain and Japan.

Chinese Text of the same.

4.—Treaty between Great Britain and Japan.

Chinese Text of the same.

5.—Treaty between Great Britain and Japan.

Chinese Text of the same.

CHAP. V.—SECT. 1 TO 7.

Money, Weights, &c., in China.

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2.—Chinese Numerals.

3.—Chinese Commercial Weights.

4.—Chinese Measures of Length.

5.—Chinese Land Measures.

6.—Chinese Divisions of Time.

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Western Money, Weights, &c.

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3.—Treaty with Siam, Tariff, &c.

4.—Netherlands India.

5.—Philippine Islands.

6.—Malayan States, Singapore, &c.

7.—Burmese Money, Weights, &c.

8.—Indian Presidencies, Bengal, Madras, Bombay.

9.—Ceylon.

10.—English and French Weights, &c.

11.—United States of America.

CHAP. VII.—SECT. 1 TO 6.

Tables on Prices, Exchanges, &c.

1.—Comparison of Prices.

2.—Relating to Time.

3.—Comparison of Weights.

4.—Comparison of Length.

5.—Measurement of Cargo.

6.—Bullion Operations.

APPENDIX.—Containing Sailing Directions for the Coast of China, and for the Japan Islands; also giving the meanings of Chinese Words occurring in Charts and Sailing Directions; and also a Table of Positions of places on the Chinese and Japanese Coasts.

The author in his Preface says—"The tables in Chap. VII., for estimating prices, measurement of goods, exchanges, &c. have been selected from those constantly in use among the foreign merchants in China. Those for calculating the prices of tea in dollars or pence have been copied from the more extended tables by the kind permission of the author, P. Loureiro, Esq. The last section of the same chapter, on "Movements in Bullion," has been prepared and furnished for the Guide by Patrick R. Harper, Esq., of the Commercial Bank of India at Hongkong, who has had much experience in the exchanges and movements of the precious metals in Eastern Asia."

Orders may be sent through any of the China Mail Agents, or direct to
CHARLES A. SAINT,
(Late A. Morrison & Co.)
China Mail Office, Jan. 4, 1868.

Shipping in Harbour.

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

G. on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
1868.							
STEAMERS.							
Circe	W.C. Calvo	Span. str.	900	July 22	Spanish Consul	Manila	
Chen Alpine	E. Hutchison	Brit. str.	949	June 22	Jardine, Matheson & Co		
Formosa	W.C. Lockin	Brit. str.	700	July 20	S.P. & O. S. N. Co		Repairing
Imperatrice	W.C. Macaire	Fch. str.	2500	July 20	Messageries Imperiales		
Kan Ka Koa	K. Yeaton	Amer. str.	313	July 20	A. Heard & Co		
Malacca	W.C. Macnamara	Brit. str.	1237	July 20	S.P. & O. S. N. Co		
Shun Chit	W.	Chi. str.	19	July 19			
Undine	W.C. Toppin	Brit. str.	386	July 20	Douglas Lapraik & Co	Swatow, &c.	
SAILING VESSELS.							
Amber With	E. Perrelle	Brit. bk.	330	July 28	R. S. Walker & Co		
Amoy	W. Wilt	Siam. bk.	283	July 26	Chinese		
Gerwickshire	W. Rowin	Brit. sh.	1111	July 7	Gilman & Co		
Blue Jacket	E. Lusby	Brit. bk.	267	July 27	Order		
Bunker Hill	E. Davis	Amer. sh.	999	July 22	Order		
Candela	E. Humphrey	Amer. sh.	853	July 25	Messageries Imperiales		
Candelaria	W. Lora	Span. bk.	407	July 25	Remedios & Co		
Cap-sing-moon	E.C. Waterson	Brit. bk.	466	June 30	Olyphant & Co	Melbourne and Sydney	
Cintra	K. Favacho	Port. bk.	352	May 26	Rozario & Co		
Condor	K. Schmidt	N. Ger. bk.	244	July 22	Siemens & Co		
Contest	W. Reynolds	Siam. bk.	386	July 26	Chinese		
Conqueror	W. Minchaw	Siam. sh.	670	July 2	Chinese		
Cruiser	W. Housmann	Siam. bk.	466	June 18	Chinese		
Dart	W.C. Robert	Brit. sch.	75	July 20	A. Heard & Co		
Daylight	W. Smith	Siam. bk.	360	May 12	Chinese		
Dolores Ugarte	K. Saul	Sal. sh.	800	June 27	Jardine, Matheson & Co		
Ella Gladstone	W.C. Wolfe	Brit. bk.	242	July 4	Russell & Co		
Ella Gladstone	W. Crawford	Brit. bk.	170	July 4	Birley & Co		
Eugenie	W. Lenox	Aust. bk.	616	July 27	Order		
Europa	W. Hansen	N. Ger. bk.	683	July 22	Siemens & Co		
Frederick Wilhelm	K. Moller	N. Ger. bk.	198	July 10	Wm. Pustau & Co		
Geologist	W.C. Clarke	Brit. sh.	853	July 6	Birley & Co	Bangkok	
Gravina	W. Camejo	Span. bk.	246	July 12	Remedios & Co		
Hopson	W. Stehr	Siam. bk.	342	July 22	Chinese		
Ironside	W.C. Vanux	Brit. sh.	900	July 22	Turner & Co		
Johanna Mathilde	W. Lohse	N. Ger. bk.	414	July 23	Siemens & Co		
John & Mary	W. Geary	Brit. bk.	190	July 9	Douglas Lapraik & Co		
Josephine Amelie	W.C. Lagarde	Fch. sch.	145	July 17	P. & P. Derode & Co		
Kim Yung Tye	W. Lange	Siam. bk.	396	July 20	Chinese		
Kron Preussen	W. Bothen	Swed. sh.	719	July 6	Bourjau, Hubener & Co		
Leen Fa	W. Monest	Fch. bk.	269	June 12	Reynvaan, Brothers & Co		
Lodona	W. Howat	Brit. sh.	869	July 5	Birley & Co	Bangkok	
Lucie	W. Didier	Fch. bk.	616	July 22	Landstein & Co	Yokohama	
Maria Morton	W. Fischer	Fch. bk.	401	July 12	Reynvaan, Brothers & Co		
Marion	E. Page	Brit. bk.	460	July 26	P. & O. Co		
Mary	E. Boulton	Brit. bk.	447	July 22	P. & O. S. N. Co		
Mary Goodall	E. Sweetser	Amer. sh.	760	July 24	Order		
Milken	W. Smith	Brit. sh.	1233	July 3	P. & O. S. N. Co		
Mindoro	W. Allen	Amer. sh.	996	June 14	A. Heard & Co		
Nellie Hastings	K. Hall	Amer. bk.	466	July 18	Olyphant & Co		
Niagara	K. Merie	Fch. bk.	726	June 29	Landstein & Co		
Nuevo Constanza	W. Fabie	Span. bk.	203	June 21	Remedios & Co		
Ocean Bride	W. Milton	Brit. bk.	201	July 28	Melchers & Co		
Pactole	K. Ollivaud	Fch. bk.	390	July 24	Order		
Pekin	W. Seymour	Amer. bk.	505	July 2	Olyphant & Co	San Francisco	Immediate
Race Horse	W. Kruse	Siam. sh.	387	July 26	Chinese		
Richard S. Ely	W. Lombard	Amer. sh.	1200	June 16	Bosman & Co	San Francisco	Early
Roska	K. Perthelsen	N. Ger. bk.	186	July 18	E. Schellhaas & Co		
Salve	W.C. Caloma	Span. bk.	138	July 27	Order		
Samuel Russell	W.C. Leveson	Amer. sh.	780	July 16	Smith, Archer & Co		
San Lorenzo	W.C. Ledesma	Span. bk.	220	July 23	Remedios & Co		
Seaford	W. Hansen	Siam. bk.	311	June 18	Chinese		
Shooting Star	W. Miles	Siam. sh.	618	July 20	Chinese		
Sooloo	W.C. Hutchinson	Amer. sh.	962	July 22	A. Heard & Co		
Soonhong	K. Wiedner	Brit. sch.	200	July 24	Wm. Pustau & Co		
Sophia	W. Hinson	Siam. bk.	304	July 19	Chinese		
Telegraph	W. Jensen	Siam. bk.	302	July 20	Chinese		
Water Lily	E. Wirkman	Brit. sch.	140	May 20	Chinese		
William Fruing	K. Chevalier	Brit. sh.	784	June 17	Rozario & Co		
Windward	W.C. Barrett	Amer. sh.	784	June 29	Olyphant & Co		
Witch of the Wave	W. Bachelder	Amer. sh.	1020	July 4	A. Heard & Co		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Amadine	Farrow	Brit. bk.	547	July 11	Moul & Co	Buenos Ayres	Immediate
Caroline	Bogen	N. Ger. bk.	393	July 6	Western & Hulse	Falmouth	Early
Edith Harland	Carpenier	Brit. bk.	264	July 9	Gibb, Livingston & Co	Liverpool	Immediate
Pinel	Pinel	Brit. str.	1044	July 30	Ang. Heard & Co	Shanghai	
Borup	N. Ger. bk.	568	July 13	Gibb, Livingston & Co	London	Early	
Kieferstein	N. Ger. sch.	300	July 16	Siemens & Co	Tientsin		
Moller	Dan. bk.	285	July 7	Borneo Company			
Mary Louise Antoinette	Mysson	Dut. bk.	620	July 2	Order	Hamburg	Discharging
Nancy Bryson	Thorne	Brit. bk.	390	June 20	Olyphant & Co	London	Immediate
Neville	O'Sullivan	Brit. sh.	715	June 14	Douglas Lapraik & Co		Repairing
Parcero	King	Brit. bk.	363	July 10	Gifford & Co	Buenos Ayres	Early
Thetis	N. Ger. bk.	240	July 28			London	
United Service*	Stocks	Brit. str.	660	July 23	Wm. Pustau & Co	Shanghai	

SHANGHAI.

Merchant Sailing Vessels, from or for European, Australian and American Ports, in Harbour on July 17.

Ship's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Where from.	Destination.	Consignees or Agents.
Aloyone	Findlay	Brit. bk.	371	Dec. 27	Keshung	London via H.K.	Bourjau, Hubener & Co
Bromia	Boilerdeck	N. Ger. sh.	910	June 23	Cardiff		Jardine, Matheson & Co
Capitani	Upton	Brit. bk.	640	June 30	Liverpool	London	Reid & Co
Charger		Amer. sh.	1170	July 13	Liverpool		Order
D. H. Watjen	Dutjen	N. Ger. bk.	1170	July 4	Cardiff	Batavia, &c.	Wm. Pustau & Co
Douglas Gable	McKichie	Brit. sh.	677	July 7	London		Gilman & Co
Earl Dalhousie	Campbell	Brit. sh.	1047	June 8	Sydney	London	Gilman & Co
F. Beck	N. Ger. bk.	540	June 24	Koolung	London		A. Heard & Co
Hannah Nicholson	Harvey	Brit. bk.	252	July 8	Freemantle		Siemens & Co
Hastings	Cobbett	Brit. sh.	541	June 24	Freemantle	London	Gilman & Co
Horatio	Palmer	Amer. sh.	440	May 26	New York		Bull, Purdon & Co
Hindoo	Grundberg	Swed. bk.	349	July 7	Newcastle, N.W.	Newchwang	Fraser & Co
Isabella Ridley	Watson	Brit. bk.	616	July 10	Swatow	London	Bourjau, Hubener & Co
Jenny	Russell	Russ. bk.	667	June 28	Liverpool	London	W. R. Adamson & Co
Joseph Sprott	Dizon	Brit. bk.	666	June 8	Liverpool	London	Borneo Company
Louisa	Peters	Brit. bk.	600	June 24	Liverpool	London	Wm. Pustau & Co
Margaret	Burkisson	N. Ger. sh.	582	June 22	Cardiff		Russell & Co
Mary Whitridge	Outler	Amer. sh.	862	June 16	Sydney		Gibb, Livingston & Co
Northampton	Barclay	Brit. sh.	1184	July 22	Cardiff	London	Wm. Pustau & Co
Procion	Frankie	N. Ger. sh.	744	June 22	Puget Sound		Olyphant & Co
Simoda	Orowell	Amer. sh.	650	July 12	London		Jardine,